



# Chicago's Bicycle Friendly Community application

**Name of Community:**

Chicago

**Mayor or top elected official in municipality:**

Mayor Richard M. Daley

**Contact First Name:**

Ben

**Contact Last Name:**

Gomberg

**Position:**

Bicycle Program Coordinator

**Employer:**

Chicago Department of Transportation

**Address:**

30 North LaSalle Street, Floor 4

**City:**

Chicago

**State:**

IL

**Zip:**

60602

**Phone:**

312/744-8093

**Fax:** (not required)

312/744-8511

**Email:**

bgomberg@cityofchicago.org

**Website:** (not required)

www.chicagobikes.org

**Population:**

2896016

**Square mileage of municipality, Total Area:**

234

**Square mileage of municipality, Water Area:**

6.9

**Square mileage of municipality, Land Area:**

227.1

**Population Density:**

12750.3

**Average temperature for January:**

21

**Average temperature for April:**

48.6

**Average temperature for July:**

73.2

**Average temperature for October:**

52.8

**Average precipitation for January:**

1.5

**Average precipitation for April:**

3.6

**Average precipitation for July:**

3.7

**Average precipitation for October:**

2.4

**Median Income:**

38625

**Age distribution, % under 20:**

29.35

**Age distribution, % 20 - 64:**

60.57

**Age distribution, % 65 - 84:**

9

**Age distribution, % 85+:**

1.08

**Race, % Hispanic or Latino :**

26

**Race, % Not Hispanic or Latino:**

74

**Race, % One race:**

97.1

**Race, % White:**

42

**Race, % Black or African American:**

36.8

**Race, % American Indian and Alaska Native:**

0.4

**Race, % Asian:**

4.3

**Race, % Native Hawaiian and Other Pacific Islander:**

0.1

**Race, % Some other race:**

13.6

**Race, % Two or more races:**

**If you have Journey-to-Work census data on bicycling to work, what percentage of people in your community bike to work?**

0.5

**How many households are within 1/4 mile of a retail or business area?**

Most

**How many neighborhoods have significant grass, flowers, and trees?**

Most

**How many neighborhoods have significant amenities such as parks, water fountains, benches, and public art?**

Most

**How many neighborhoods in your community would you consider a good place to raise children?**

Most

**Do you have a Bicycle Master Plan?**

Yes

**Do you have a written bicycle accommodation policy?**

No

**What was your community's most significant investment for bicycling in the past year?**

The Millennium Park Bicycle Station, a new, \$3 million facility in the central business district that provides indoor bike parking, showers, repairs, bike rentals, car sharing services, Internet access, guided bike tours, children's bicycle camps, and bike registration. The Bicycle Station also provides free bike parking during popular lakefront events. Web: [www.chicagobikestation.com](http://www.chicagobikestation.com)

**List current community activities that encourage/promote bicycling.**

1. Bike the Drive, the Boulevard Lakefront Tour, and the L.A.T.E Ride: Annual, organized, community based rides with a combined participation of about 33,000 people. Bike the Drive takes place on the highway that lines Chicago's lakefront, closed to motorized traffic. Web: [www.bikethedrive.org](http://www.bikethedrive.org)..... 2. Bike Chicago: An annual, three-month-long series of over 100 fun and educational events in all Chicago neighborhoods. Web: [www.bikechicago2004.org](http://www.bikechicago2004.org)..... 3. The Commuter Challenge, a competition between local business, schools, government agencies, and other institutions to promote bicycling to work. Web: [www.biketraffic.org/commute](http://www.biketraffic.org/commute)..... 4. Critical Mass: Has taken place the last Friday of every month for the past seven years. Ridership exceeds 1,000. Web: [chicagocriticalmass.org](http://chicagocriticalmass.org)..... 5. Bike Winter: An annual, four-month-long series of events to promote and celebrate winter bicycling. Web: [http://www.bikewinter.org/calendar/scheduleofevents.php?city\\_id=1](http://www.bikewinter.org/calendar/scheduleofevents.php?city_id=1)..... 6. Community input process to the Bike 2015 Plan, Chicago's master bicycling plan slated for completion in 1Q05. It succeeds and encompasses previous plans, including the Bike 2000 Plan (1991), the Streets for Cycling Plan (1996), and the Chicago Trails Plan (2004). The Bike 2015 Plan includes a written bicycle accommodation policy..... 7. Working Bike Cooperative: A largely volunteer-run operation that has become Chicago's main source of inexpensive, used bikes and empowers its volunteers to become self-sufficient urban cyclists. Web: [www.workingbikes.org](http://www.workingbikes.org)..... 8. Cycling Sisters: Community-based operations that holds free workshops and events to encourage and support women who want to bicycle. Web: [www.cyclingsisters.org](http://www.cyclingsisters.org)..... 9. Instructor network: Recently-minted League Cycling Instructors have created a wide range of community-based bicycling classes, workshops, and instruction on everything from building bicycles to winter bicycling. Web: [www.biketraffic.org/school](http://www.biketraffic.org/school)..... 10. Bike Culture Lecture Series: A free, quarterly presentation by various community members on their bicycling vocations and avocations. Web: [www.biketraffic.org/calendar/bikelecturescal.php](http://www.biketraffic.org/calendar/bikelecturescal.php)..... 11. Bicycle clubs: Chicago has bicycle clubs that stage dozens of rides and events all around the city throughout the year, aimed at bikers of all skill levels. Web: [www.biketraffic.org/content.php?id=52\\_0\\_6\\_0](http://www.biketraffic.org/content.php?id=52_0_6_0)..... 12. Aldermanic bike rides: About one-third of Chicago's City Council members host free, invitational community bike rides. 13. Free showers: Over a dozen fitness clubs offer free showers to bike commuters.

**List your official bicycle/pedestrian coordinator or bicycle issues contact person on government staff.**

Ben Gomberg

**What department is the bicycle coordinator located in?**

Chicago Department of Transportation

**How many hours are spent per year in this capacity?**

2080

**List all other government staff or contractors whose primary duties are devoted to bicycling issues.**

Beth Meier, bikeways program manager..... David Gleason, bikeways traffic engineer..... Grant Davis, bikeways project manager..... Dave Miller, bikeways technician..... Charles Roesner, bikeways intern..... Chris Anagnostopoulos, bikeways intern..... John Greenfield, bicycle parking program consultant..... Chris Gagnon, parking enforcement aide..... Trisha Sternberg, education project manager..... Eve Jennings, Bicycling Ambassador program director (plus 8 Bicycling Ambassadors)..... Beth Gutelius, schools program manager..... Theresa Cowen, Bike Chicago event coordinator..... Keith Privett, coordinating planner..... Bob Thompson, landscape designer..... Joe Andruzzi, commanding officer, lakefront bike patrol (plus dozens of bicycling patrol officers)..... Randy Warren, Bike to Work Day program director..... Chicagoland Bicycle Federation staff (various), other contractual planning and educational programs

**Do you have a Bicycle Advisory Committee, Ped/Bike Council or other venue for citizen input?**

Yes

**List the name of the Chair and their contact information.**

Ben Gomberg, 312/744-8093, bgomberg@cityofchicago.org

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Engineering Section

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**Do you have a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing?**

Yes

**Provided policy**

Your accomodation policy is on file, [click here](#) to view it.

**Have you provided training for your engineers and planners on how to accommodate cyclists?**

Yes

**Description**

The Chicago Department of Transportation, in partnership with the Chicagoland Bicycle Federation, conducts tours of Chicago's bike network. Tours have been organized for senior city and state transportation planners and engineers. The goal of these tours is to educate engineers and planners on understanding the needs of bicyclists, and the various types of bike facilities in the city. The tour focuses on on-street bikeways constructed in each of the last five years, highlighting intersection channelization, design updates, and relaxing of minimum parking and lane width requirements to accommodate cyclists on Chicago's relatively narrow city streets. The first tour was given in 2002 and it continues to be given each year..... The Chicago Department of Transportation also prepared comprehensive bike lane design standards which are widely distributed to staff and consulting engineers and planners. These guidelines were acknowledged by the Pedestrian and Bicycle Information Center, which republished them for a national audience as the Bike Lane Design Guide, and feature them on their Web site ([www.bicyclinginfo.org](http://www.bicyclinginfo.org))..... Additional training for engineers and planners provided by: - Chicago Area Transportation Study, the area's metropolitan planning organization, through classes that include local case studies, workshops on intersection design, and planning charrettes. -The Chicagoland Bicycle Federation at its annual conference (with over a dozen sessions; approximately 300 attending). - The local ITE chapter, through annual seminars.

**Is there a mechanism to provide training on an on-going basis?**

Yes

**How many bridges are in your community?**

66

**How many are closed or inaccessible to cyclists?**

All bridges accessible by motor vehicles are accessible by bicycle.

**Of those accessible by bike, how many have shoulders, bike lanes, wide curb lanes, or sidewalks/walkways?**

Shoulders, 0; bike lanes, 15 percent; wide curb lanes, 50 percent; sidewalks/walkways, 100 percent.

**Are there bike racks or storage units at Schools?**

Most

**Are there bike racks or storage units at Libraries?**

All

**Are there bike racks or storage units at Transit Stations?**

Most

**Are there bike racks or storage units at Recreation Centers?**

Most

**Are there bike racks or storage units at Government Buildings?**

Most

**Are there bike racks or storage units at Office Buildings?**

Most

**Are there bike racks or storage units at Retail Centers?**

Most

**Are there bike racks or storage units at Public Spaces and Parks?**

Most

**Are buses equipped with bike racks?**

All

**Are bicycles permitted on public transit?**

Yes

**Please describe any restrictions**

-Buses: All 2,000 of the city's transit buses, as well as the 1,000 belonging to the suburban bus agency some of which come into the city, have front bike-carrying racks, available 24/7; bus drivers may also allow bikes inside buses as space permits. -Transit trains: All transit trains allow two bikes per car seven days per week; bikes are not permitted during weekday peak hours (7 to 9 a.m. and 4 to 6 p.m.). -Passengers 12 through 17 years old may bring bikes on buses or transit trains only if accompanied by an adult. Children under 12 may not bring bikes on buses or trains. -Commuter trains: Starting in June 2005 the region's commuter trains will allow two bikes per car during weekday off-peak hours and all weekend hours. Adults must accompany bicyclists between 12-17, with children younger than 12 not allowed to travel with bikes.

**How many miles of bike lanes do you have?**

100

**How many miles of bike lanes are in your bicycle master plan?**

150

**What is the mileage of your total road network?**

3775

**What percent of arterial streets have bike lanes or paved shoulders?**

9

**How many miles of bike paths and trails do you have?**

50

**How many miles of bike paths are in your bicycle master plan?**

140

**How many miles of designated bike routes do you have?**

150

**How many miles of signed bike routes are in your bicycle master plan?**

250

**Please describe any maintenance programs or policies over and above routine roadway maintenance that ensures bike lanes and shoulders remain usable**

We provide routine maintenance to shoulders and bike lanes once every 7 days.

**Please describe maintenance programs or policies for your Multi-use Paths**

We provide routine maintenance to multi-use paths once a day.

**How many businesses employing over fifty people have worksite bicycle accommodation programs such as worksite bicycle parking, shower facilities, or "guaranteed ride home"?**

Some

**Are there other facilities that have been created to promote bicycling in your community?**

Yes

**If yes, please describe:**

-The Millennium Park Bicycle Station, a new, \$3 million facility in the central business district that provides indoor bike parking, showers, repairs, bike rentals, car sharing services, Internet access, guided bike tours, children's bicycle camps, and bike registration. The Bicycle Station also provides free bike parking during popular lakefront events. Web: [www.chicagobikestation.com](http://www.chicagobikestation.com) -Bike parking is provided inside more than fifty Chicago Transit Authority train stations, providing secure, long-term parking, to encourage bike to transit use. -The city's largest convention center, McCormick Place, has ramps for bicycle access from street level to bicycle parking at an above-street level. -The city facilitates access to Chicago's largest off-street bicycling facility, the Lakefront Trail, via tunnels under streets adjoining the Trail. Most of these tunnels have ramps for bikers to access the tunnels. The tunnels also have stairways for access, and these stairways have narrow ramps along one side so bikers can roll their bikes up and down the stairs. -In 2005 we expect to open the Major Taylor Trail, an eight-mile, converted rail corridor that extends to the city's far South Side. -In 2005 we expect to open a \$2.3 million under-bridge connection for an important part of our inter-neighborhood trail system on the city's North Side. -In 2005 we expect to complete the Burham Greenway, an important connector between Chicago and the Gary, Indiana metropolitan area. -In 2005 we expect to start construction on the Valley Line Bike Trail, which uses an electric utility's right-of-way to provide an off-road thoroughfare into the northern suburbs. -In 2004 we piloted new surfaces for a metal-grate bridge deck that increased the risk of bike crashes because it made bicycle tires hard to control. In 2005 we'll pilot another bridge deck design improvement. Three more bridge decks will be retrofitted in 2006.

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 Education Section
 

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**How do you educate motorists to share the road with cyclists? Please describe:**

-Mayor Daley's Bicycling Ambassadors: Since 2001 specially trained Bicycling Ambassadors work throughout Chicago in a campaign specifically targeted at motorists. The Ambassadors employ up to eight full-time staff each year, with a 2004 budget of about \$140,000. In the Motorist campaign, Ambassadors teach motorists how to drive safely alongside bicycle riders in traffic, including information on the purpose and use of bike lanes. Using one-on-one conversations and targeted literature distribution at public events and on streets with bike lanes, Ambassadors have focused on three messages: Don't cut off bicyclists while turning left or right; avoid dooring bicyclists; and don't park or drive in bike lanes. Since their inception, the Ambassadors have reached approximately one million people (including broadcast media appearances). Web: [www.biketraffic.org/ambassador](http://www.biketraffic.org/ambassador) -Print and broadcast ads: Since 2001 we have deployed an advertising campaign directed at motorists, using both billboards and broadcast media: -->Large, colorful ads on the back ends of Chicago Transit Authority buses have informed motorists that bicycle riders have a right to the road, and urged motorists to share the road with bicyclists. -->Thirty-second TV ads, distributed to all Chicago TV stations, have informed motorists about the dangers of parking and driving in bike lanes. -Road-Share Fair: The annual Road-Share Fair has put members of the car-driving public in pedal cars and has them drive alongside cyclists in a simulated traffic environment. The five-minute course gives the motorists hands-on, critiqued experience about right and left hooks, sideswipes, and dooring. We've have used the Road-Share Fair to educate hundreds of motorists at Daley Plaza since 2001. The Road-Share Fair uses an actual \_-scale traffic intersection with working traffic signals, parked cars, and simulated storefronts. Web:

[www.biketraffic.org/ambassador/02report/9-motorist\\_campaign.pdf](http://www.biketraffic.org/ambassador/02report/9-motorist_campaign.pdf) (pp. 3-4) and [www.biketraffic.org/ambassador/02report/1-covers.pdf](http://www.biketraffic.org/ambassador/02report/1-covers.pdf) (p. 3). -Driver education: In 2001 the Chicagoland Bicycle Federation created "share the road" instruction material for high-school driver education classes. The Federation worked with the Illinois State Board of Education to make this material available to driver education instructors statewide, and with the Illinois High School Driver Education Association to market the material specifically to Chicago instructors. In 2003 the Federation created a revision to the state's driver manual, Rules of the Road, that inserted the same "share the road" material. Driver ed instructors often build their class content around Rules of the Road. -Bus operator training: In 2002 we created "share the road" instruction material for Chicago Transit Authority (CTA) bus operators, and trained CTA instructors on delivery of the material--which the CTA now delivers routinely in its classes for new operators. In 2004 we created poster versions of this material that the CTA placed in all of its bus garages for use by on-site instructors to teach road-sharing to all 4,500 of its existing operators. -Taxi driver training: In 2004 we created "share the road" instruction material for Chicago taxi drivers, and worked with Chicago City Colleges (which operates taxi-driver training) to integrate the material into its classes for new drivers. We expect full integration in 2005.

### **How many community motorists do you reach with these efforts?**

Most

### **Are there other bicycle education opportunities for adults?**

Yes

#### **Please describe**

-Mayor Daley's Bicycling Ambassadors: The Ambassadors work throughout Chicago to deliver bike-safety and road-sharing information at festivals, community events, and in public areas--and in a variety of languages. Ambassadors deliver hard expertise on the specific ways that bicyclists can avoid car-bike crashes, including how to (a) watch for the traffic situations that cause crashes; (b) use and maneuver around bike lanes safely; and (c) communicate effectively with other road users. Ambassadors deliver their expertise personally in demonstrations, conversations, and TV, radio, and newspaper interviews--not just in staffing a literature table. Web: [www.biketraffic.org/ambassador](http://www.biketraffic.org/ambassador). -Bike School: The Chicagoland Bicycle Federation offers several courses (taught by League Cycling Instructors) geared toward getting people back on their bikes, or helping them to become safer, more effective bicyclists. In 2005 the Federation will deploy a new 8-hour traffic-cycling class that will focus on empowering commuter bicycle riders. Web: [www.biketraffic.org/school](http://www.biketraffic.org/school). -Instructor network: Bike shop staff and bicycling activists (some certified as League Cycling Instructors) have created a wide range of community-based bicycling classes, workshops, and instruction on everything from building bicycles to winter bicycling. Web: [www.biketraffic.org/school](http://www.biketraffic.org/school). -Cycling Sisters: Community-based activists hold free workshops and events to encourage and support women who want to bicycle. Web: [www.cyclingsisters.org](http://www.cyclingsisters.org). -Bike Culture Lecture Series: Various community members make free, quarterly presentations on their bicycling vocations, avocations, history, and events. Web: [www.biketraffic.org/calendar/bikelecturescal.php](http://www.biketraffic.org/calendar/bikelecturescal.php). -Bike Winter: An annual, four-month-long series of events (approximately 200 in 2005) to promote and celebrate winter bicycling, which includes an annual Winter Bike to Work Day promotion. Web: <http://www.bikewinter.org/calendar/scheduleofevents.php>.

### **Do you have a bicycle safety program for children in schools?**

Yes

#### **Please describe**

-Safe Routes to School (SRTS): SRTS works directly with kids to encourage bicycling and walking by providing direct in-class and after-school instruction, by sponsoring events, and by supporting school participation in health and safety initiatives like International Walk and Bike to School Week. At each school we present traffic safety information to classes through one-day or multi-day lessons; survey students to find out how they get to school and how they want to get to school; and, in some cases, map and chart routes and transportation modes students take to and from school. With survey results, community observations, and the support of parents, we'll ensure bicycle parking is available; train teachers and parents how to teach traffic safety; organize neighbors to bike and walk together in walking "school buses"; organize on-bike and on-foot training, after-school bike sessions, bike repair days and community walks and bike rides. -Transportation that is Active and Safe for Kids (TASK): TASK, a partnership comprised of public-health professionals, community groups, and other non-governmental organizations, aims to increase physically active student travel in four Chicago communities. It does this using rigorous public-health-based assessment and intervention tactics, and includes education for elementary school students on how to bicycle and bicycling safety.

### **How many schools participate?**

50 out of 600

**What other types of bicycle safety and education opportunities are available for children?**

-Mayor Daley's Bicycling Ambassadors: In their child safety campaign, the Ambassadors teach children: how to check their bikes for safety; how to choose and wear helmets and why they should; bike-handling and communication skills; where to ride on sidewalks and streets; and how to look for obstacles and dangers. The Ambassadors educate kids at park summer camps, carnivals, library reading groups, police safety events, block parties, and more. They operate in a variety of modes: leading groups of children in structured presentations or hands-on exercises; or stationed at set locations to which kids came to take safety quizzes, get their bikes checked out for safety, or have helmets fit. -The Chicago Police Department complements the Ambassadors' campaign with similar efforts. -The Chicago Park District annually stages child bike safety events at thirty parks per year as part of the Bike Chicago series of events.

**How many children participate?**

17000

**Do you make bicycle safety materials available to the public?**

Yes

**Please describe**

-The city produces 10 free bicycle safety publications, including: the award-winning Safe Bicycling in Chicago (adult safety and encouragement booklet); Student Cycling in Chicago (college student safety and encouragement booklet); Kids on Bikes in Chicago (child safety booklet); and a series of bicycling maps that provide safety information. We distribute these materials through bike shops and the Safe Routes to School and Student Marketing programs. We also make them available by request at 312/742-BIKE and on-line at [www.ChicagoBikes.org](http://www.ChicagoBikes.org). We have succeeded in funding much of our publications' cost (\$50,000 to \$100,000 annually) through government grants and sponsorships. -Mayor Daley's Bicycling Ambassadors distribute the publications named above in addition to over a dozen flyers and pamphlets (in several languages) tailored to each of their campaigns. One can find all of their publications at [www.biketraffic.org/ambassador](http://www.biketraffic.org/ambassador).

**Do you have League Cycling Instructors in your area?**

Yes

**Please list their names:**

Carlos Cuarta #1250 Mary DeBacker #1227 Thomas Edstrom #491 K C Anna Glenn #1228 Dave Glowacz #493 K C Keith Holt #1251 Eve Jennings #1099 Sarah Kaplan #1230 James Kreps #609 K C Alex Wilson #1232

**Is bicycle safety education included in routine local activities (e.g. tax renewal, drivers licensing and testing, or inserts with utility bills each month)?**

Yes

**Please describe**

In 2003 the Chicagoland Bicycle Federation created questions for the state's driver's license exam that ask motorists about proper motorist actions with respect to the common causes of car-bike crashes. The state now includes these in the exam.

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**Encouragement Section**

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**How do you promote Bike Month?**

Ride(s) or event(s) celebrating Bike Month  
Commuter Station(s)  
Official Proclamation  
Bike Month posters/flyers are posted throughout the community  
Other

Other Description: Chicago stages a very successful promotion called Bike Chicago. Bike Chicago 2001 won the League of American Bicyclists' "Best of Bike Month" award. At that time, Bike Chicago lasted roughly 6 weeks, included over 100 events, and attracted more than 50,000 participants. A Bike to Work Rally kicked off the program in the beginning of May and the finale was the Boulevard Lakefront Tour, run by the Chicagoland Bicycle Federation..... Since then, Bike Chicago has steadily grown in length and size and now lasts for three months. Beginning in 2002, the Chicagoland Bicycle Federation organized, in conjunction with the City of



Chicago, a new annual event, Bike the Drive, in which the city's lakefront highway is closed to cars and opened to cyclists. Bike the Drive registered 18,000 people in 2004. The extended Bike Chicago program also includes the Friends of the Parks' L.A.T.E. Ride, which attracts 10,000 people each year, and the Boulevard Lakefront Tour, drawing up to 6,000..... Bike Chicago continues as the best bicycling promotion program of its kind in the U.S., with more than 35 groups (including about a fifth of city council members) signing on to stage events. We consider this aspect crucial, because it minimizes the city government's cost (limited mostly to packaging and marketing of others' events) and maximizes communities' stake in and commitment to bicycling..... Marketing efforts include a brochure with a distribution of 40,000. The brochure is sent out to bike shops, gyms, bicycle clubs, city and aldermanic offices, all event partners, and individuals. Two postcards are sent to a similar list, but with a distribution of 65,000. The first is a general postcard about the Bike Chicago program as a whole. The second specifically advertises Bike to Work Day, with a rally staged in the main plaza in the central business district. Over 1,000 people attend the rally..... Ads are also placed in daily, weekly, and monthly subscription and free publications such as the Chicago Sun-Times, the Chicago Reader, and Windy City Sports. Posters are displayed throughout the Chicago Park District's 250 parks, in bike shops, in gyms, and other locations. Bank One, which sponsors the program, also helps to promote the events at its banking locations. One billboard, owned by the Chicago Park District, also advertises the program along Chicago's Kennedy Expressway..... Bike Chicago is also advertised on-line through its own Web site ([www.bikechicago2005.org](http://www.bikechicago2005.org)), with links from participating organizations' Web sites.

**Provide attendance numbers**

75000

**Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?**

Yes

**Please describe**

Chicago annually promotes Bike to Work Week (BTWW) as a featured event of Bike Chicago, culminating in the Bike to Work Day Rally in the central business district's (CBD's) main plaza. The rally features a multi-modal race with media-personality participants (the bicyclists always win), remarks from Mayor Richard M. Daley, the Commissioners of the transportation, police, parks, and special events departments, and many exhibiting sponsors..... Within BTWW operates a program called the Bicycle Commuter Challenge, a competition between businesses and institutions to achieve the highest rate of bike commuters during BTWW..... We promote the Commuter Challenge in a number of ways. The event is listed among the Bike Chicago events and thus promoted through the efforts listed above. The Commuter Challenge is listed on both the Chicagoland Bicycle Federation's and the Mayor's Office of Special Events Web sites. An article is run in the printed Bike Traffic and the e-mailed Bike Bulletin, each sent to the Chicagoland Bicycle Federation's more than 5,000 members. Mailings are also sent to roughly 100 organizations that have previously expressed interest in the event..... Individualized marketing has included bar-tags on all bicycles parked in the CBD, advertisements with Clif Bars handed out to people in the CBD and on the Lakefront Trail, and presentations to bicycle clubs and civic groups. In 2005 the Chicagoland Chamber of Commerce will promote the Commuter Challenge through its hardcopy and electronic newsletters..... In 2004, 76 organizations reported results of 1,035 employees riding their bikes to work during BTWW.

**What portion of the community workforce do you reach?**

Some

**Is there an annual bike tour or ride promoted to the general public in your community?**

Yes

**Please describe**

Chicago has three of the largest urban bicycle rides in the United States: -Bike the Drive, the Boulevard Lakefront Tour, and the L.A.T.E. Ride: These annual, organized, community based rides have a combined participation of about 33,000 people. Bike the Drive takes place on Lake Shore Drive, a scenic highway tracing Chicago's lakefront, which is closed to motorized traffic during the event. Web: [www.bikethedrive.org](http://www.bikethedrive.org). -Bike Chicago: This annual, three-month-long series of over 100 fun and educational events includes many bicycle rides throughout Chicago. Web: [www.bikechicago2005.org](http://www.bikechicago2005.org).

**Are there community bike clubs, bicycle advocacy organizations or racing clubs?**

Yes

**Please describe**

-Advocacy: Chicago hosts one of the largest and most successful bicycling advocacy organizations in the United

States, the Chicagoland Bicycle Federation. The Federation played an instrumental role in creating the city's original bike plan and acts as a significant partner with the city in creating and implementing many of the city's bicycle programs--contracting four full-time employees, for example, to staff the Department of Transportation's bicycle program. At the same time, the Federation maintains and strengthens its voice representing the interests of Chicago bicycle riders. With more than 5,000 members and an annual budget of \$1.5 million, the Federation currently has a staff of 26. -Bicycle clubs: Chicago has eleven bicycle clubs that stage dozens of rides and events all around the city throughout the year, aimed at bicyclists of all skill levels, which help teach them traffic and group-riding skills. The Chicago Cycling Club alone stages over 50 rides per year. Web: [www.biketraffic.org/content.php?id=52\\_0\\_6\\_0](http://www.biketraffic.org/content.php?id=52_0_6_0). -Racing teams: Chicago has three racing teams that regularly compete in local and regional events.

**Do you have Safe Routes to School program that includes bicycling?**

Yes

**How many schools are involved?**

Some

**Please describe**

Chicago's Safe Routes to School program operates in public and private elementary schools throughout Chicago. Our methodology has included extensive data collection (in-class student surveys, sent-home parent surveys, direct observation of arrival and dismissal traffic, evaluation of crime and traffic data); in-class presentations; on-foot and on-bike training; and a detailed curriculum for lower-grade teachers on teaching safe walking, and for middle- and upper-grade teachers on teaching safe bicycling. Our program receives almost all of its funding from the City of Chicago and federal traffic-safety funds. Safe Routes to School, which began in 2001, has reached approximately 4,000 students and 1,000 parents in Chicago. Web: [www.biketraffic.org/saferoutes](http://www.biketraffic.org/saferoutes)

**Does your community have youth recreation and intervention programs that are centered around bicycling?**

Yes

**Please describe**

-Bickerbikes: An annual, eight-week program operated by NGOs that aims to improve the health and employment skills of at-risk youth through bicycling. It involves minority youth living in low-income housing, and teaches them bicycling repair skills, bicycling safety, and responsibility. -After School Matters: An annual, ten-week program with training by Mayor Daley's Bicycling Ambassadors and the Chicagoland Bicycle Federation that teaches twenty-five youth Bicycling Ambassador skills. It teaches bicycle maintenance and safety, employment skills, and presentation skills. The program works cooperatively with the city's parks department, which will be hiring ten of the graduates to work throughout the summer as junior Ambassadors, teaching bicycle safety in their summer day camps. -Cycling Voyagers: An annual, ten-week program operated by an NGO that aims to create independent mobility among low-income, African-American youth. It teaches them bicycling safety and route-finding skills.

**Do you publish a bike map and keep it up to date?**

Yes

**Please describe**

-Chicago Bike Map: Chicago produces a free, detailed street map that highlights all of the city's designated on-street and off-street bikeways and recommended routes. It also shows the locations of bike shops and transit stations. Updated once a year, we distribute the map through bike shops, health and fitness centers, legislators' offices, and other community centers. We also make them available by request at 312/742-BIKE and on-line at [www.ChicagoBikes.org](http://www.ChicagoBikes.org). An on-line version appears at [www.chicagobikemap.com](http://www.chicagobikemap.com) and on the city's bicycle Web site, [www.ChicagoBikes.org](http://www.ChicagoBikes.org). In 2004 we printed 800,000 maps at no cost to the city, thanks to sponsoring partnerships with the city's largest bank, Bank One, and the Chicago Sun-Times, a major daily newspaper. - Campus bike maps: Chicago produces free bike maps that show important and popular destinations around four college campuses, and highlight the designated on-street and off-street bikeways and recommended routes by which one could bike to them. Students can get the maps at college campuses.

**Please describe any other efforts in your community to encourage cycling**

-The Commuter Challenge, a competition between local business, schools, government agencies, and other institutions to promote bicycling to work. Web: [www.biketraffic.org/commute](http://www.biketraffic.org/commute) -Critical Mass: Has taken place the last Friday of every month for the past seven years. Ridership exceeds 1,000. Web: [chicagocriticalmass.org](http://chicagocriticalmass.org) -

Bike Winter: An annual, four-month-long series of events to promote and celebrate winter bicycling. Web: [http://www.bikewinter.org/calendar/scheduleofevents.php?city\\_id=1](http://www.bikewinter.org/calendar/scheduleofevents.php?city_id=1) -Working Bikes Cooperative: A largely volunteer-run operation that has become Chicago's main source of inexpensive, used bikes and empowers its volunteers to become self-sufficient urban cyclists. Web: [www.workingbikes.org](http://www.workingbikes.org)

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## Enforcement Section

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### **Is your local police department aware of the concerns of cyclists in your community?**

Yes

### **Is there a liaison that communicates with the bicycling community?**

Yes

### **If yes, please describe**

(1) The Mayor's Bicycle Advisory Council includes a liaison from the Chicago Police Department. (2) The police traffic safety division communicates directly with the Chicagoland Bicycle Federation on matters dealing with bicycling crashes and police policy regarding bicycling safety. (3) The technical advisory committee for the Bike 2015 Plan included a police department representative. Public meetings for the Bike 2015 Plan also featured a public-input process specifically devoted to recording enforcement issues affecting bicyclists.

### **Do you offer specific training to police officers regarding traffic law as it applies to bicyclists?**

Yes

### **If yes, please describe**

We have worked with the police department's training division to create an "Enforcement for Bicycling Safety" video that the department would show to patrol officers citywide as roll-call training. We expect deployment in 2005. Also, each year the department issues a bulletin to officers on bicycling safety issues.

### **Do you use targeted enforcement to encourage cyclists and motorists to share the road safely?**

Yes

### **If yes, please describe**

-Bike Lanes: Starting in 2005 we will post "no parking in bike lane" signs at the 25 worst locations for double parking. We'll publicize efforts to enforce our bike-lane parking law with an annual press release. And we'll provide weekly enforcement throughout the summer and fall at these locations. -Top crash locations: Starting in 2006 we'll target enforcement at the 15-25 locations with the highest rates of bicycling crashes, with the goal of decreasing the rates of crashes at each of these locations by five percent annually. -Top motorist crash behaviors: Starting in 2006 we'll target motorist behaviors that pose the greatest threats to bicyclists (as identified by crash data). In areas with high crash rates we'll use innovative traffic law enforcement tactics, including speed display, radar speed detection, video cameras, and saturation patrols. -Top bicyclist crash behaviors: Starting in 2007 we'll target bicyclist behaviors that most frequently result in bicycling crashes (as identified by crash data). In areas with high crash rates we'll use saturation patrols coupled with media coverage, thereby broadcasting the bicycle safety message to bicycle riders in far greater number than of those stopped by police.

### **Do you have public safety employees on bikes?**

Yes

### **If yes, please describe**

-The Chicago Department of Revenue fields parking enforcement aides (PEAs) citywide on bicycles. Also, it dedicates one of these PEAs to the enforcement of the law against cars parked in bike lanes. -The Chicago Police Department fields bicycling officers each year to patrol the Lakefront Trail, Chicago's largest off-street bicycling facility. -The Chicago Police Department fields bicycling officers in each of the city's 25 police districts.

### **Indicate the number of employees on bike as well as the size of the entire staff.**

-The Chicago Department of Revenue fields about a dozen of its parking enforcement aides (PEAs) citywide on bicycles. The department employs a total of 95 PEAs. -The Chicago Police Department fields about 100 bicycling officers each year to patrol the Lakefront Trail. -In the Chicago Police Department the total number of bicycling district officers varies from year to year, from 50 to 200. The department employs a total of 11,600 officers.

**Do you have a mandatory helmet law?**

No

**To what ages does it apply?**

no answer provided

**Do you have mandatory sidepath laws?**

Yes

**If so, what is the status of these laws?**

Local Law

**Are they enforced**

No

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**Evaluation & Planning Section**

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**Do you have any information on the number of trips by bike in your community?**

Yes

**Please describe**

According to the 2000 U.S. Census, Chicago has a "journey to work" commute share of 0.5 percent. (Note that the Census gathers this data in April. Since most of Chicago's bicycling takes place between May and October we expect that respondents underreport bicycling as a mode choice.) Commuting by bicycle constitutes a small fraction of the total bicycling in any given area, but we can use it as a leading indicator of the overall number of bicycling trips. The following shows a "sketch planning" method for estimating the number of daily bicyclists in Chicago using data from the National Household Travel Survey (NHTS) and the U.S. Census..... Using the equation: total riding share =  $1.5 * (\text{journey to work share}) + 0.3$  (Krizek, The Utility in Understanding Bicycle and Pedestrian Travel, Nov. 2004) we come up with a 1.05 percent mode share for cycling in Chicago..... The Chicago Area Transportation Authority (CATS, Chicago's metropolitan planning organization) estimates 13,500,000 daily trips per day in Chicago. (CATS 2003 Travel Demand Model Results for Year 2005) ..... Given a 1.05 percent mode share, we estimate 141,750 bicycle trips per day in Chicago. Note that we base this number on the 2000 census, and it has probably grown. (According to the U.S. Census bicycling has greatly trended upwards in Chicago)..... Also, Chicago's twenty bicycle messenger companies employ over three hundred bicyclists who make an estimated 1.1 million deliveries each year by bicycle.

**How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?**

35

**How many cyclist/motor vehicle crashes have occurred in your community in the past five years?**

6500

**Do you have a system in place that allows bicyclists to submit ideas and concerns to public officials?**

Yes

**Please describe**

-The Mayor's Bicycle Advisory Council meets quarterly to accept public input on any aspect of bicycling and reports to the public on the status of the city's bicycling programs. -The Trails Committee of the Mayor's Bicycle Advisory Council meets quarterly to accept public input on the city's trail system. -Bike 2015 Plan, Chicago's master bicycling plan, approval expected by June 2005. The plan involved a citywide community input process. (The Bike 2015 Plan succeeds and encompasses previous plans, including the Bike 2000 Plan [1991], the Streets for Cycling Plan [1996], and the Chicago Trails Plan [2005]. The Bike 2015 Plan includes a routine bicycle accommodation policy.) -We advertise the city's bike hotline, 312/742-BIKE, to encourage citizens to call with suggestions for new or existing bicycling programs, placement of bike-parking racks, requests for publications, or anything relating to city's bike programs. Citizens may also provide input or make requests on our website, [www.ChicagoBikes.org](http://www.ChicagoBikes.org). -Each year we distribute thousands of bike-parking rack request cards so citizens can suggest locations where they would like bike racks installed.

**Do you have a comprehensive bicycle plan?**

Yes

**When was it passed or updated?**

06/30/2005

**Is it funded?**

Partially

**What percentage has been implemented?**

Some

**What improvements do you have planned for the following year?**

\* Establish ten miles of bike lanes by 2006. \* Sign an additional 40 miles of bike routes by 2006. \* Adopt trail planning, design and construction standards by 2006. \* Develop design and construction standards and a monitoring process by 2006. \* Establish colored bike lanes at 10 locations in 2006. \* Test pavement markings, signage, and traffic calming on five to ten miles of streets by 2006. \* Test 3-5 "rush-hour bikeway" locations by 2006. \* Determine 5-10 potential bike/right-turn lane locations by 2006. \* Determine the effectiveness of advanced stop bars by 2006. \* Identify 5 potential raised bike lane locations by 2006. \* Identify 2-3 priority river or canal crossings, prepare cost estimates; determine availability of decommissioned bridges, all by 2006. \* Install 5-10 bicycle information boards by 2006. \* Identify the twenty-five effective places to distribute maps in 2005. \* Add an interactive online mapping feature to the Bicycle Program's Web site by 2006. \* Collect appropriate bicycle usage data on an annual basis, beginning in 2006. \* Establish bikeway maintenance standards in 2006. \* Prepare, distribute, and arrange approval of a Bikeway Design Guide in 2006. \* Develop roadway planning procedures by 2006. Monitor implementation on an annual basis, beginning in 2006. \* Develop bicycle-friendly intersection design standards by 2006. \* Develop design standards and establish city, county, and state approval and use by 2006. \* Adopt and enforce bicycle-friendly roadway construction standards by 2006. \* Develop bicycle access standards by 2006. \* Establish and implement procedures by 2006 to identify dangerous sewer grates and have them replaced within 2 weeks. \* Install 500 bike racks per year, beginning in 2005. \* Establish long-term bike parking in 5-10 percent of the buildings owned by the City of Chicago and its sister agencies per year, beginning in 2006. \* Partner with 5-10 public institutions to install bike parking by 2006. \* Encourage 10 shopping centers to provide adequate bike parking by 2006. \* Attach stickers to 250-500 parking meters per year, beginning in 2006. \* Prepare permitting guidelines, train appropriate staff to enforce the bike parking provisions of Chicago's zoning ordinance, and publicize the advantages of bike parking whenever appropriate building permits are issued, beginning in 2005. Submit an annual report to the Mayor's Bicycle Advisory Council on the successes and challenges in enforcing these regulations, beginning in 2005. \* Determine appropriate changes to Chicago's zoning ordinance in 2005. \* Require bike rack reinstallation as a condition of the construction permit and arrange for this requirement to be enforced, beginning in 2005. \* Provide and publicize attended bike parking at Chicago's 10-25 largest events and festivals, beginning in 2005. \* Designate a transit agency bicycling coordinator in 2005. Submit an annual report to the Mayor's Bicycle Advisory Council on the agency's implementation of its strategies identified in the Bike 2015 Plan, beginning in 2005. \* Lower the minimum permitted age to fourteen for passengers with bicycles by 2006. \* Conduct trial of bikes on rush hour, reverse-flow trains by 2006. \* Incorporate a bike-transit module in new employee training by 2006. \* Prepare planning, design, and operational guidelines on providing bicycle access to CTA trains and stations by 2006. \* Bicycles allowed on Metra (commuter heavy-rail) trains during weekend and specific off-peak hours, beginning in 2006. \* Encourage Metra to develop and implement planning, engineering, and operational guidelines for accommodating bicycles on new and refurbished Metra trains by 2006. \* Encourage Metra to install signs at 10-20 stations by 2006. \* Bike racks installed outside every CTA and Metra station in Chicago by 2006. \* Install bike racks inside an additional ten CTA stations by 2006. \* Test ten long-term bike parking spaces by 2006. \* CTA, Metra and the Department of Transportation develop guidelines by 2006 for providing indoor bike parking in their new and reconstructed train stations. \* Install signs at stations with bike parking by 2006. \* Develop and implement a policy for bicycle access during train station construction by 2006. \* Install bike parking whenever park-and-ride facilities are established or expanded, beginning in 2006. \* Conduct annual customer surveys and user counts of CTA and Pace bus bike rack programs, beginning in 2005. \* Bike to transit marketing report completed by 2006. \* Issue two press releases per year publicizing the bike-transit option, beginning in 2006. Add links to the Chicago Bike Program Web site on the Web sites of the city and suburban transit agencies, commuter train agency, the regional transportation planning agency, and the Mayor's Office of Special Events by 2006. \* Stage an annual Bike to Transit Week, beginning in 2006. \* Revise the Safe Routes to School and Bike to Campus programs to incorporate promotion of bicycle and transit use, beginning in 2006. \* Promote bike-transit use in the CTA's New Residents, U-Pass, and Transit Benefit programs by 2006. \* Establish a Health and Transportation Task Force, develop health performance measures, and identify the best opportunities to promote the health benefits of bicycling, all in 2005. \* Hire a consultant to coordinate implementation of the health and marketing objectives in 2006. \* Stage three Department of Public Health and

Department of Transportation press events on bicycling and health per year, beginning in 2006. Stage an annual Bike to Health campaign, beginning in 2006. Incorporate bicycling into five local health initiatives per year, beginning in 2006. \* Publicize significant local bicycling events, programs and non-profit groups on the Bicycle Program's Web site and in appropriate publications, beginning in 2005. Stage two joint press events per year, beginning in 2005. \* Establish bicycle services at five new fitness centers in 2005 and 10-15 new fitness centers in 2006. \* Increase participation and media coverage by 15-25 percent per year, beginning in 2006. \* Award 10 mini-grants to support community bicycling efforts annually, beginning in 2006. \* Pilot an individualized bicycling marketing campaign by 2006. \* Grow the Bicycle Commuter Challenge to 10,000 participants in 2006. \* Stage the Bike to Campus program on an annual basis at 5-10 colleges and universities, beginning in 2006. \* Bicycle touring and rental information distributed to 100-150 locations per year, beginning in 2006. \* Assign staff within the Chicago Police Department to coordinate the Bike 2015 Plan's enforcement objectives in 2005. \* Add an Enforcement for Bicycling Safety module to police academy curriculum by 2006. \* Have the police dept. issue to officers two bicycle Action Alerts per year beginning in 2006 \* Post "No Parking in Bike Lane" signs at the 25 worst locations for double parking in 2005. \* Decrease the incidence of bicycle crashes and injuries at the top 15-25 locations for bicycle crashes by 5 percent annually, beginning in 2006. \* Stage an annual enforcement and education campaign, beginning in the spring and continuing through the warm season, beginning in 2006. \* Identify appropriate changes to the Chicago Municipal Code, in conjunction with the Law Department, in 2006. \* Determine appropriate penalties for reckless driving by 2006. \* 50 percent increase in the number of reported bicycle crashes by 2006. \* Submit to the Mayor's Bicycle Advisory Council an annual report with recommendations to prevent serious bicycling injuries, beginning in 2006. \* Develop standard building check-in procedures for bicycle messengers by 2006. \* Revise the bicycle messenger ordinance in 2005. \* Establish bicycle messenger training session by 2006. \* Improve and distribute bicycle messenger training video by 2006. \* Begin annual police training in 2006. \* Include bicycle messenger information, including a list of licensed companies, on the Bicycle Program's Web site in 2005. \* Expand the annual Bicycle Messenger Appreciation Day, beginning in 2006. \* Conduct an annual "share the road" campaign, beginning in 2006. \* Implement the Department of Consumer Services' taxi-driver training in 2006. \* Conduct an annual campaign, beginning in 2006, such that 85 percent of surveyed bicyclists can identify the campaign's message and at least 50 percent say that they will practice the advertised behaviors. \* Expand Bicycling Ambassador program staffing, training, and scheduling so that there is direct contact with forty thousand people per year by 2006. \* Establish a bicycle education module in 2-3 After School Matters schools by 2006. \* Conduct an annual Share the Trail campaign, beginning in 2006, such that 85 percent of surveyed bicyclists can identify the campaign's message and at least 50 percent say that they will practice the advertised behaviors. \* Issue three to five press releases per year, beginning in 2005. \* Broadcast a television series on bicycling in 2006. \* Add bicycle safety education to the programming of children's day camps by 2006. \* Incorporate bicycle skills training into appropriate school curricula by 2006. \* Feature a helmet sale in the annual Bike Chicago promotion. \* Request to include bicycle education content in appropriate Secretary of State materials submitted by 2006. \* Stage 3-5 workshops to key staff from the city and its sister agencies in 2005 and 2006; stage an annual workshop afterwards. \* Identify priority publications worth producing in 2005; produce first publication in 2006. \* Continue providing publications to bicycle stores to include with bicycle purchases; develop 5-10 distribution partnerships in 2006. \* Expand Bicycle Program Web site by 2006. \* Produce and widely distribute a flyer on how to prevent bicycle theft, post this information on the Bicycle Program's Web site, and stage a press event, all in 2005. \* Produce a report on bicycle thefts with detailed recommendations in 2006.

### **How integrated is your bicycle network?**

By the end of the summer of 2005 we will install 150 miles of bikeway signage to help on-street users travel between neighborhoods via the bikeway network without ever consulting a map. This integration includes connections and signage linking on-street routes to trails (off-street routes). We will have a 325-mile bikeway network by the end of summer, 2005, compared to the 50 miles of relatively unintegrated bikeways we had in 1995.

### **Do trails, bike lanes, and bike routes connect with each other to provide seamless transportation options?**

Yes

### **Have you evaluated your transportation network and prioritized bicycle improvements based on hazards and needs?**

Yes

### **What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason One:**

The leadership of Mayor Richard M. Daley, whose stated goal is "to make the City of Chicago the most bicycle-

friendly city in the United States."

**What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason Two:**

The commitment of city agencies (particularly the transportation, transit, parks, and special events departments) to adopt bicycling policies and incorporate bicycling into their programs.

**What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason Three:**

The city's pro-bicycling policies and growing bike culture (which encourages new bicyclists and positively reinforces pro-bicycling governmental officeholders) have resulted in a steadily increasing rate of bicycling. This has become especially evident in the increasing number of winter bike riders.

**What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number One Aspect:**

Continue to work to fill in the gaps of the bikeway network so that every community has both intra- and inter-community bike access.

**What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Two Aspect:**

Address the fact that some communities, women, and minorities remain underserved by bicycling, often because they don't know about existing amenities and don't know the basics of bicycling safely and securely.

**What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Three Aspect:**

3. Work to counter the habitual choice of the private automobile as people's primary mode of transportation, and to severely curtail the speeding and reckless driving that (a) prevent many average citizens from bicycling, and (b) endanger the ones who do bike.